# NOTIFICATION

Bangalore, dated 21st October 1967.

**S. O. 2078.**—In exercise of the powers conferred by Section 4 of the Madras Forest Act, 1382 (Madras Act V of 1882), as in force in the Madras Area, the Government of Mysore hereby—

(i) declares that it is proposed to constitute the lands in the Belthangady Taluk of South Kanara District, the situation and limits of which are specified in the Schedule hereto annexed, as a reserved forest ;

(ii) appoints the Forest Settlement Officer, South Kanara, Mangalore to be the Forest Settlement Officer, for purposes of clause (*c*) of the said section; and

(iii) appoints the Divisional Forest Officer, Mangalore, to attend on behalf of the Government at the inquiry conducted by the said Forest Settlement Officer.

Under Section 14 of the said Act, the Government of Mysore hereby appoints the Deputy Commissioner, of South Kanara District to hear appeals on any orders passed by the Forest Settlement Officer under Sections 11, 12 and 13 of the said Act.

## SCHEDULE.

| | | |
|---|---|---|
| Name of the District | ... | South Kanara |
| Name of the Taluk | ... | Belthangady |
| Name of the Villages | ... | Barya, Thekkar and Puthila |
| Survey field Numbers | ... | 78/1 and 83/1 of Barya, 67/1 of Thekkar and 37 of Puthila. |
| Name of the Block | ... | Barya Block Bit I, II and III |
| Extent | ... | 153.70 Acres. |

### Boundary Description.

### 'Bit I'

*North.*— Starting from the station No. 51, a point situated at the newly constructed cairn No. 51, the demarcation line of the bit I of the block runs first in almost Eastern direction a distance of 1585 links to reach

the Station No. 55, passing through the intermediate stations 52 to 54. Thence it runs in almo-t South-East direction a distance of 800 links to reach the station No. 58, pas-ing through the interme iate stations 56 and 57. Thence it runs in almost Eastern direction a distance of 1178 links to reach the station No. 60, passing through the intermediate station 59. Thence it runs in Southern direction to station No. 61, a distance of 272 links. From there it runs in South-East direction to station No. 62 a distance of 342 links. Thence it runs in almost eastern direction to sta'ion No. 63, a distance of 856 links. From there it runs in almost North-East direction a distance of 1198 links passing through the intermediate stations 64 and 65 to reach the station No 66. From there it runs in almost South-East direction a distance of 1487 links to reach the station No. 69, passing through the intermediate stations 67 and 68. From there it runs in Eastern direction a distance of 1146 links, to reach the station No. 71, passing through the intermediate station 70.

Bearings and distances from station to station are as follows :—

| Station Numbers From | To | Bearings in degrees in F. B. | Distances in links. |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| 51 | 52 | 97 | 661 |
| 52 | 53 | 92½ | 400 |
| 53 | 54 | 110½ | 210 |
| 54 | 55 | 88 | 264 |
| 55 | 56 | 115 | 118 |
| 56 | 57 | 136 | 322 |
| 57 | 58 | 124 | 330 |
| 58 | 59 | 84 | 890 |
| 59 | 60 | 84 | 288 |
| 60 | 61 | 172½ | 272 |
| 61 | 62 | 141½ | 342 |
| 62 | 63 | 86 | 850 |
| 63 | 64 | 69 | 812 |
| 64 | 65 | 57½ | 192 |
| 65 | 66 | 49½ | 194 |
| 66 | 67 | 116½ | 291 |
| 67 | 68 | 131½ | 800 |
| 68 | 69 | 117 | 396 |
| 69 | 70 | 86½ | 950 |
| 70 | 71 | 101 | 196 |

*East.*—Thence the demarcation line runs in almost South-East direction a distance of 1751 links to reach the station No. 1, passing through the intermediate station 72 and 73. From there it runs in Southern direction to station No. 2, a distance of 560 links.

Bearings and distances from station to station are as follows :—

| Station Numbers From | To | Bearings in degrees in F. B. | Distance in link |
|---|---|---|---|
| 71 | 72 | 160½ | 686 |
| 72 | 73 | 121 | 560 |
| 73 | 1 | 128 | 505 |
| 1 | 2 | 184½ | 560 |

*South.*—Thence the demarcation line runs in South-West direction to station No. 3, a distance of 376 links. Therefrom it runs in almost North-East direction a distance of 1557 links to reach the station No. 6 passing through the intermediate stations 4 and 5. From there it runs in South-West direction to station No. 7, a distance of 625 links. Thence it runs in almost Western direction a distance of 1528 links to reach the station No 9, passing through the intermediate station 8. Thence it runs in Northern direction to station No. 10, a distance of 440 links from there it runs in almost North-West direction a distance of 960 links to reach the station No. 12, passing through the intermediate station 11. Therefrom it runs in almost South-West direction a distance of 1373 links to reach the station No.17, passing through the intermediate stations 13 to 16. From there it runs in Southern direction a distance of 718 links to reach the station No. 19 passing through the intermediate station No. 18. Thence it runs in almost South West direction a distance of 1136 links to reach the station No. 22, passing through the intermediate stations 20 and 21. Thence it runs in North West direction to station No. 3, a distance of 305 links. Thence it runs in western direction to station No. 24 a distance of 545 links. From there it runs in almost North-East direction a distance of 970 links to reach the station No. 25, passing through the intermediate station No. 25, Thence it runs in North-West direction to station No. 27, a distance of 740 links. Thence it runs in South-West direction to station No 28, a distance of 520 links Thence it runs in North-West direction a distance of 568 links to reach the station No. 30 passing through the intermediate station No. 29. Thence it runs in North-East direction to station No. 31, a distance of 617 links From there it runs in almost North-West direction a distance of 836 links to reach the

station No. 33 passing through the intermediate station 33. From there it runs in almost South-West direction a distance of 1464 links to reach the station No. 36, passing through the inter a diate stations 34 and 35. Thence it runs in West ern direction to station No. 37, a distance of 234 links. From there it runs in almost South-West direction a distance of 625 links to reach the station No. 39, passing through the intermedia station 38.

Bearings and distances from station to station are as follows.—

| Station From | Numbers To | Bearings in degrees in F. B. | Distance in links |
|---|---|---|---|
| 1 | 2 | 3 | 4 |
| 2 | 3 | 218½ | 376 |
| 3 | 4 | 325 | 222 |
| 4 | 5 | 324 | 910 |
| 5 | 6 | 216 | 395 |
| 6 | 7 | 235 | 625 |
| 7 | 8 | 279½ | 903 |
| 8 | 9 | 258 | 628 |
| 9 | 10 | 359 | 440 |
| 10 | 11 | 347 | 330 |
| 11 | 12 | 330 | 630 |
| 12 | 13 | 217½ | 440 |
| 13 | 14 | 227½ | 363 |
| 14 | 15 | 227½ | 371 |
| 15 | 16 | 210½ | 340 |
| 16 | 17 | 210½ | 410 |
| 17 | 18 | 175½ | 677 |
| 18 | 19 | 175½ | 141 |
| 19 | 20 | 196 | 200 |
| 20 | 21 | 196 | 136 |
| 21 | 22 | 194½ | 410 |
| 22 | 23 | 328½ | 105 |
| 23 | 24 | 273½ | 515 |
| 24 | 25 | 37 | 670 |
| 25 | 26 | 30½ | 290 |
| 26 | 27 | 317½ | 740 |
| 27 | 28 | 265 | 620 |
| 28 | 29 | 335½ | 229 |
| 29 | 30 | 343½ | 339 |
| 30 | 31 | 13 | 617 |
| 31 | 32 | 303 | 343 |

| 1 | 2 | 3 | 4 |
|---|---|---|---|
| 32 | 33 | 288 | 493 |
| 33 | 34 | 253½ | 410 |
| 34 | 35 | 204⅛ | 474 |
| 35 | 36 | 196⅝ | 580 |
| 36 | 37 | 272⅛ | 214 |
| 37 | 38 | 217 | 325 |
| 38 | 39 | 243 | 300 |

*West.*—Thence it runs in almost Northern direction a distance of 667 links to reach the station No. 43, passing through the intermediate stations 40 to 42. From there it runs in almost North-East direction a distance of 964 links to reach the station No. 46, passing through the intermediate stations 44 and 45. From there it runs in almost North-West direction a distance of 1189 links to reach the station No. 50, passing through the intermediate stations 47 to 49. Therefrom it runs in North-East direction a distance of 212 links to reach the station No. 51, which is the starting point of the bit I of the block.

Bearings and distances from station to station are as follows.—

| Station Numbers From | To | Bearings in degrees in F. B. | Distances in links |
|---|---|---|---|
| 39 | 40 | 357 | 142 |
| 40 | 41 | 348 | 198 |
| 41 | 42 | 353½ | 167 |
| 42 | 43 | 14 | 170 |
| 43 | 44 | 68 | 353 |
| 44 | 45 | 18 | 334 |
| 45 | 46 | 10⅛ | 278 |
| 46 | 47 | 3 1 | 210 |
| 47 | 48 | 341 | 216 |
| 48 | 49 | 329 | 243 |
| 49 | 50 | 307½ | 520 |
| 50 | 51 | 151½ | 212 |

—Starting point of the bit I

## 'Bit II'

*North.*—Starting from the station 14, a point situated at the newly constructed cairn No. 15. the demarcation line of the bit II runs in almost North-East direction a distance of 760 links passing through the intermediate stations 15 and 16 to reach the station No. 17, which is the point situated South-East of station No. 1 (Cairn No. 1) of the bit I. From there it continues in North-East direction to station No. 18, a distance of 250 links. Therefrom it runs in Eastern direction a distance of 825 links to reach the station No. 21, passing through the intermediate stations 19 and 20.

Bearings and distances from station to station are as follows.—

| Station Numbers From | To | Bearings in degrees in F. B. | Distances in links |
|---|---|---|---|
| 14 | 15 | 58 | 230 |
| 15 | 16 | 44½ | 273 |
| 16 | 17 | 53½ | 257 |
| 17 | 18 | 67 | 250 |
| 18 | 19 | 99 | 312 |
| 19 | 20 | 100½ | 180 |
| 20 | 21 | 105 | 323 |

*East.*—Thence it runs in almost Southern direction a distance of 629 links to reach the station No. 23 passing through the intermediate station 22. Therefrom it runs in almost South-East direction a distance of 1953 links to reach the station No. 26, passing through the intermediate stations 24 and 25.

Bearings and distances from station to station are as follows.—

| Station Numbers From | To | Bearings in degrees in F. B. | Distances in links |
|---|---|---|---|
| 21 | 22 | 169 | 165 |
| 22 | 23 | 185½ | 464 |
| 23 | 24 | 158 | 717 |
| 24 | 25 | 134 | 597 |
| 25 | 26 | 149½ | 638 |

*South.*—Thence it runs in South-West direction to station No. O, a distance of 253 links. From there it runs in Western direction to station No. 1, a distance of 290 links. From there it runs in Northern direction to station No. 2, a distance of 241 links. Therefrom it runs in almost North West direction a distance of 1854 links to reach the station No. 9, passing through the intermediate stations 4 to 8. Thence it runs in almost Western direction a distance of 665 links to reach the station No. 11, passing through the intermediate station 10.

Bearings and distances from station to station are as follows:—

| Station Numbers From | To | Bearings in degrees in F. B. | Distances in links |
|---|---|---|---|
| 26 | 0 | 222 | 253 |
| 0 | 1 | 26[illegible] | 290 |
| 1 | 2 | 357½ | 241 |
| 2 | 3 | 324 | 250 |
| 3 | 4 | 281¼ | 310 |
| 4 | 5 | 285½ | 260 |
| 5 | 6 | 2[illegible]2 | 3[illegible]0 |
| 6 | 7 | 3[illegible]6 | 273 |
| 7 | 8 | 308¾ | 242 |
| 8 | 9 | 296 | 129 |
| 9 | 10 | 261 | 290 |
| 10 | 11 | 280½ | 375 |

*West.*—Thence the demarcation line runs in North-West direction to station No. 12, a distance of 445 links. From there it runs in almost North-East direction a distance of 670 links, passing through the intermediate station 13 to reach the station No. 14, which is the starting point of bit II.

| Station From | Number To | Bearings in degrees in F. B. | Distances in links |
|---|---|---|---|
| 11 | 12 | 347½ | 445 |
| 12 | 13 | 24½ | 230 |
| 13 | 14 | 20½ | 340 |

—Starting point of bit II.

'Bit III.'

*North.*—Starting from the station No. 9, a point situated at the newly constructed cairn No. 9, the demarcation line of the Bit III runs in almost Western direction in the following bearings and distance of 10.7 links to reach the station No. 11, passing through the intermediate station 10

| Staion Numbers From | To | Bearings in degrees in F. B. | Distances in links |
|---|---|---|---|
| 9 | 10 | 85 | 597 |
| 10 | 11 | 85 | 450 |

*East.*—Thence the demarcation line runs in South-West direction to station No. 12, a distance of 600 links. From there it runs in Southern direction a distance of 7.7 links to reach the station No. 13.

Bearings and distances from station to station are as follows.—

| Station Number From | To | Bearings in degrees in F. B. | Distance in links |
|---|---|---|---|
| 11 | 12 | 203 | 600 |
| 12 | 13 | 183 | 717 |

*South.*—Thence it runs in Western direction to station No 14, a distance of 371 links. Therefrom it runs in almost South-West direction a distance of 1431 links to reach the station No. 1, passing through the intermediate stations 5 to 17. Therefrom it runs in North-West direction a distance of 583 links to reach the station No. 3 passing through the intermediate station 2.

Bearings and distances from station to station are as follows.—

| Station Number From | To | Bearings in degrees in F. B. | Distance in links |
|---|---|---|---|
| 13 | 14 | 276 | 371 |
| 14 | 15 | 249½ | 530 |
| 15 | 16 | 261½ | 206 |
| 16 | 17 | 248½ | 389 |
| 17 | 1 | 215 | 306 |
| 1 | 2 | 324½ | 216 |
| 2 | 3 | 113½ | 367 |

West.—Thence the demarcation line runs in almost North-East direction a distance of 1765 links to reach the station No. 6 passing through the intermediate stations 4 and 5. From there it runs in North-West direction to station No. 7 a distance of 270 links. Therefrom the line finally runs in almost North-East direction a distance of 728 links passing through the intermediate station 8 to reach the station No. 9 which is the starting point of the bit III.

Bearings and distances from station to station are as follows.—

| Station Number From | To | Bearings in degrees in F. B. | Distances in links |
|---|---|---|---|
| 3 | 4 | 73 | 328 |
| 4 | 5 | 70 | 373 |
| 5 | 6 | 22 | 543 |
| 6 | 7 | 311½ | 270 |
| 7 | 8 | 3½ | 251 |
| 8 | 9 | 46 | 477 |
| | | | —Starting point of bit III |

*Right of ways.*—

(i) A Panchayat road enters the bit I of the Block between cairn Nos. 51 and 52 and comes out between cairn Nos. 34 and 35 which re-enters the same bit between cairn Nos. 30 and 31 and gets bifurcated in the middle. One branch of which comes out between cairn Nos. 67 and 68 and another comes out between cairn Nos. 17 and 18.

(ii) A cart track enters the bit III of the block between cairn Nos. 9 and 10 and comes out between cairn Nos. 16 and 17 which now enters the bit I of the block between cairn Nos. 63 and 64 and joins the aforesaid panchayat road and the panchayat road as described above and comes out between cairn Nos. 67 and 68 and cairn Nos. 17 and 18.

*Other Privileges.*—

(i) Free grazing of cattle by the villagers.

(ii) Free collection of green manure leaves for *bona fide* use by ryots.

(iii) Free removal of Muligras for *bona fide* use by villagers.

[No. AFD 102 FAF 67.]

By Order and in the name of the Governor of Mysore,

1315 M. A. MEGGAI, *Under Secy.*